The Petition Box kept at the Office of the General and Revenue Secretariat, Bangalore, will be cleared at 12 noon every day by the Secretary to Government, General and Revenue Department, and in his absence from Bangalore, by the Deputy Secretary.

By Order,

B. K. VENKATA VARADA IYENGAR,
Secy. to Govt., Gen. & Rev. Dept.

MYSORE STATE RAILWAY.

Notification dated 23rd June 1905.

Under Section 31 of the Mysore Railway Regulation, 1894, the Government of His Highness the Maharaja of Mysore sanction the adoption on the Bangalore-Nanjangud and Birur-Shimoga Railways of Rule 72A and amended Rules 101 and 269 of Part I of the General Rules of 1895 for the working of open lines of railways in British India promulgated under Public Works Department Circular No. 6 Ry., dated the 14th December 1904.

The rules as sanctioned above are published hereunder for general information.

By Order,

W. McHUTCHIN,
Secy. for Railways, Govt. of Mysore.

Circular No. 6 Railway.

GOVERNMENT OF INDIA.

PUBLIC WORKS DEPARTMENT.

RAILWAY TRAFFIC.

Calcutta, the 14th December 1904.

Insertion of Rule 72A in, and amendments of Rules 101, and 269 of, Part I of the General Rules of 1895 for working open lines of railways.

Read—

Section 47 of the Indian Railways Act, 1890 (IX of 1890).

Government of India, Public Works Department, Notification No. 118, dated the 21st March 1895, and Government of India Circular No. 6 Railway, dated the 12th March 1895.

Government of India, Public Works Department, Notification No. 257, dated the 28th May 1896, and Government of India Circular No. 3 Railway, dated the 22nd May 1896.

Read also—

Government of India, Public Works Department, letter No. 877—878 R. T., dated the 13th August 1900.

Government of India, Public Works Department, letter No. 1170 R. T., dated the 29th October 1900.

Government of India, Public Works Department, letter No. 1133 R. T., dated the 29th October 1901.

Government of India, Public Works Department, letter No. 13 R. T., dated the 8th January 1904.

Letter No. 3, dated the 13th October 1904, from the President, General Rules Revision Committee.

RESOLUTION.

With the letter of 13th August 1900, read above, certain orders were issued regarding the use and significance of the distant signal, and a method was suggested for facilitating the introduction of the system desired. A draft for a modification of those portions of the General Rules, which relate to signalling, was circulated for opinion with the letter of 29th October 1900.

2. After further discussions extending over a considerable period, a meeting was held at Simla on 28th August 1903 to settle the general principles to be adhered to in signalling trains on Indian railways; and the results arrived at were circulated in the Public Works Department letter No. 13 R. T., dated 8th January 1904. These proposals have been generally accepted by all Railway Administrations, to be introduced on the various lines as the necessity for so doing becomes evident; and, as they involve certain modifications in the existing General Rules for working Indian railways by the substitution of a Stop Signal or a Warning Signal for the Distant Signal prescribed in General Rule No. 72, it becomes necessary to regularise their introduction.

3. Pending a complete revision of the General Rules, therefore, *ad interim* additions to Rule 72 were drafted by a Committee appointed to discuss the whole question, and were submitted for the consideration of the Indian Railway Conference Association and of the Government of India, and have been generally accepted with but slight modifications.

4. In exercise, therefore, of the powers conferred by section 47, sub-sections (1) and (4), of the Indian Railways Act, 1890 (IX of 1890), as in force in British India or as locally applied, the Director of Railway Traffic has made the amendments specified in the annexure hereto in the General Rules for working open lines of railway which were promulgated with the Government of India's Circular No. 6 Ry., dated the 12th March 1895, and has submitted the same for the sanction of the Governor General in Council, with a view to their being adopted on all railways administered by the Government; and in exercise of the power conferred by sub-section (3) of the same section the Governor General in Council hereby sanctions the said amendments accordingly

5. The Governor General in Council also desires that the said rules may be brought to the notice of the administrations of the several railways not administered by Government, and that the Agents and Managers of those railways may be invited to submit formal applications for the adoption of the said rules.

ORDER.—Ordered, that this circular, with its enclosure, be published under a notification in Part I of the *Gazette of India* as required by section 47, sub-section (3), of the Indian Railways Act, 1890 (IX of 1890), and that a copy thereof be kept open for inspection at railway stations, as directed by sub-section (6) of the same section; also that a copy of this circular, with its enclosure, be communicated to the Local Governments and Administrations and the officers noted in the margin, for information and guidance; and to the Governments of the United Provinces of Agra and Oudh and of the Punjab, the Honourable the Chief Commissioner of the Central Provinces, the Honourable the Resident in Mysore, the Honourable the Agents to the Governor General in Central India and Baluchistan, the Honourable the Agent to the Governor General and Chief Commissioner of the North-West Frontier Province, and the Accountant General, Public Works Department, for information.

The Governments of Madras, Bombay and Burma, Public Works Department, Railway Branch.
The Government of Bengal, Public Works and Marine Departments.
The Honourable the Chief Commissioner of Assam
The Honourable the Resident at Hyderabad.
The Honourable the Agent to the Governor General for Rajputana.
The Consulting Engineers to the Government of India for Railways, Calcutta, Lucknow and Assam.
The Managers of the North-Western, Oudh and Rohilkhand and Eastern Bengal (State) Railways.

By order,
A. R. JACOBSON,
Offg. Under-Secy. to the Govt. of India.

Documents accompanying.

Amendments of Rules 72, 101 and 269, of Part I of the General Rules of 1895 for working open lines of railway.

[Enclosure to Government of India Circular No. 6 Ry., dated the 14th December 1904.]

Insertion of Rule 72A in, and amendments of Rules 101, and 269 of, Part I of the General Rules for working open lines of railway, which were promulgated with the Government of India Circular No. 6 Ry., dated the 12th March 1895.

I. *After rule 72 of Part I, insert the following :—*

"72A (1)—When specially ordered by the Governor General in Council, the "Distant Signal" shall be an absolute stop signal having a square-ended arm; and when any such order has been given the signal shall be called the "Outer Signal" or "Outer."

(2) The Driver of a running train must not pass an "Outer Signal" or any other Stop Signal that refers to him, when it is "at danger"—

(*a*) unless he has, at a previous station, received notice *in writing* specifying that the Signal is out of order, and he is also signalled past it by a man standing at the Signal, or

(*b*) unless, *after coming to a stand,* he either is given *written permission* from the Station-Master in charge of the Signal, to proceed, or is called on by a "Calling-on arm."

Explanation.—If a Driver has not received a notice *in writing* that such Stop Signal is defective he must STOP, and must pay no heed to any other signal (whether a hand signal or not) that may be exhibited, until he is allowed to proceed under the authority of a calling-on arm on the same post as the defective signal, or by a *written* permission.

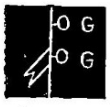
(3) Under any absolute stop signal (such as the "Outer Signal" above described) a second and fish-tailed arm called the "Warning Signal" or "Warner" may be placed six to seven feet below the square-ended arm.

(4) The "*Warner*" *arm is not a stop signal,* but is intended to warn Drivers of the condition of the Section ahead. It may be passed when "on," provided that the square-ended arm above it is "off," and that the Driver has his train thoroughly under control and is prepared to stop at the next Stop Signal, or where required.

(5) When a fish-tailed arm, intended to have the significance of a Warning Signal, is used on a post by itself, a fixed *green* light must be shown six to seven feet above the variable light of the fish-tailed arm, so as to indicate by night to Drivers that *it is a Warner and not a Stop Signal.*

(6) No signal arm or light may be placed in a vertical line within 14 feet above or below another arm or light referring to a train on a different track, except with the special permission of the Senior Government Inspector; and such permission must not be given without the special sanction of the Governor General in Council on any section of a railway where "Warning Signals" are in use.

(7) The significance of the various combinations of arms or lights described above, that is to say the meaning to be attached to the indications, is as follows:—

Indication.	Meaning.	Explanation.
(*a*) Square-ended arm "off," *Single green light.*	*Proceed.*	... ..
(*b*) Square-ended arm "on," *Single red light.*	*Danger.*	Stop dead and do not pass till the arm is lowered [see Rule 72 (A) (1).]
(*c*) Upper (square) arm "on," Lower (fish-tailed) arm "on," *Red over red.*	*Danger.*	Stop, and do not pass till the *upper* arm is lowered.
(*d*) Upper (square) arm "off," Lower (fish-tailed) arm "on," *Green over red.*	*Caution.*	Proceed cautiously, and *be prepared to stop* at the next Stop Signal or where required.
(*e*) Upper (square) arm "off," Lower (fish-tailed) arm "off," *Green over green.*	*All right.*	Proceed with confidence.
(*f*) Single (fish-tailed) arm "on," *Green over red.*	*Caution.*	Same as (*d*).
 (*g*) Single (fish-tailed) arm "off," *Green over green.*	*All right.*	Same as (*e*).

(8) *Red over green* can only occur as an accident, and must be treated as a *Danger* Signal.

(9) If only one light is seen where two should be shown, the Driver must consider it a Danger Signal and stop short of it and ascertain if possible what is wrong. If he finds the square-ended arm "off," he may then proceed cautiously, being guided by the signal in advance, and must on arrival at the Station report the circumstance at once to the Station-Master."

II. To rule 101 *of Part I, add the following :—*

"Provided also that clause (*a*) of this rule shall not apply in any case where the square-ended "Outer Signal" referred to in rule 72A has been introduced."

III. In the first column of the table appended to rule 269 (1) *of Part I, after* 72 (7) *insert* 72 *A.*